

APPENDIX 13-8

(PROJECT NAME)
(STATE PROJECT NO.)

(Date of last revision for distribution)

TRAFFIC CONTROL PLAN

The following Standards and Specifications are considered to be part of the Traffic Control Plan:

1. Sections 618 and 619 of the Standard Specifications.
2. Work Zone Traffic Control Standard Plans, available on line in the Business Center at www.NHDOT.com or through the NHDOT Contracts Office.
3. Manual on Uniform Traffic Control Devices (MUTCD), 2003 Edition, with all current updates and official interpretations.
4. State of NH Flagger Handbook.

Additionally, the following are specific provisions for this project:

SPEED REDUCTION

Sometimes, it may be necessary to legally reduce the posted speed limit to provide a safer work zone, especially on a high speed facility such as the Interstate or Turnpike. This is accomplished either by the State changing the speed limit signs or by the Contractor using Trailer Mounted Speed Limit Signs (Item 619.27). Restrictions may apply which are also described here.

MAINTENANCE OF TRAFFIC

This section describes the conditions the Contractor must meet when performing the work. For example:

- Must two-way traffic be maintained throughout construction?
- Are there specific times during the day or certain days of the week that two-way traffic must be maintained?
- Is alternating one-way acceptable? What's the minimum width of traveled way during alternating one-way traffic operations? Is it necessary to restore two-way traffic prior to non-work hours? (Keep in mind that certain roadways must maintain a minimum width of 14 ft to accommodate oversize vehicles. For a list of roadways that require this minimum width or if this minimum width cannot be provided, consult with the Permit Office in the Bureau of Highway Maintenance.)
- Is it necessary to specify using Uniformed Officers to control traffic? Are Flaggers sufficient?
- Does traffic have to be maintained on pavement at all times?

- Is there a temporary detour involved? Are temporary traffic signals required?
- Is temporary widening required?
- If there are major changes to traffic patterns, the NHDOT will issue a Press Release. If so, the Contractor must know that it is issued based on information provided by the Contractor. Also, prior notification by the Contractor to the Engineer is required.

PROHIBITION OF UNNECESSARY TRAFFIC OBSTRUCTION

This section identifies issues to prevent unnecessary interruption of traffic. For example:

- What is the “clear zone” for the project?
- Must work be performed in such a way that does not adversely affect traffic from both sides of the roadway?

RAILROAD TRAFFIC

Information concerning railroad traffic is usually provided by Design Services in the Prosecution of Work under the UTILITIES section. Reference can be made here to that document.

PEDESTRIAN TRAFFIC

It is very important that provisions are made for safe pedestrian movement through construction projects that have existing sidewalks or those which have pedestrian traffic but do not have sidewalks. For those sidewalks that are to be reconstructed, the Contractor must close the sidewalk to pedestrians and work judiciously to complete the sidewalk work to enable pedestrian traffic to be restored or to make provisions for temporary walkways. For those areas that do not have existing sidewalks but do have pedestrian traffic, the plans must illustrate how pedestrian traffic can be safely accommodated.

SIGNING AND PAVEMENT MARKING

Sometimes, there are project specific requirements for signing and /or pavement marking, especially for staged construction through congested areas. Use this section of the TCP to inform the Contractor of these requirements.

VARIATION FROM THE TRAFFIC CONTROL PLAN

The following is always included as a closing statement in the TCP: “If the Contractor feels improvements can be made to the Traffic Control Plan for this project, submit a written proposal with any necessary plans for consideration and approval.”